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MACHINISTS AND BLACKSMITHS JOURNAL

JOHN FEHRENBATCH, EDITOR.
CLEVELAND, OHIO.

CONTENTS.

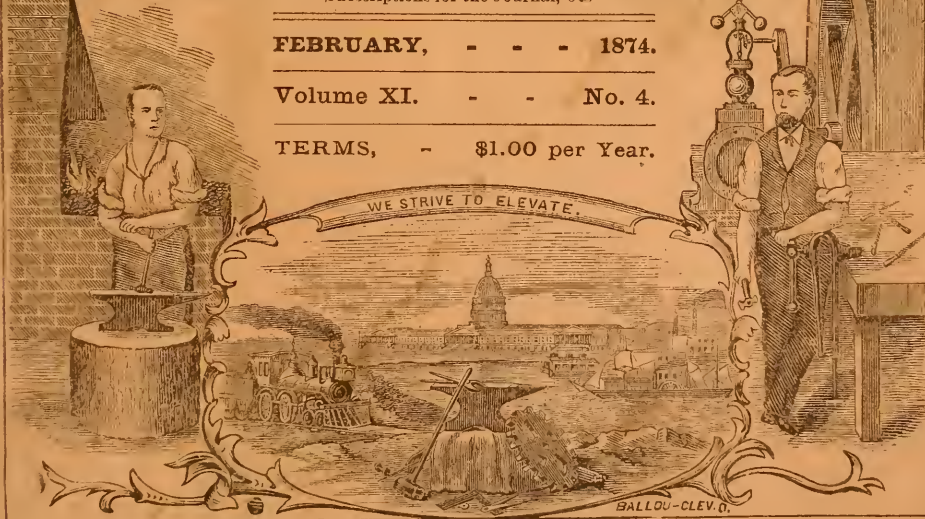
Air Chambers for Force Pumps, - - -	497	The Christmas of Years Ago 514	
New Method for Sharpen- ing Tools, - - -	501	Panic, - - -	515
The Great Railroad Strike	502	Labor Reform Portraits,	518
Put Him Out, - - -	506	A Huge Strike, - - -	519
A Contemplated Alliance,	511	The Engineers, - - -	520
Passing Events, News, etc.	514	Tit for Tat, - - -	521
Lines to J.H.O. No. 1 of Ct. 514		General Correspondence,	523
		Marriages and Deaths, -	528
		Consolation for C. Wilson,	528
		Subscriptions for the Journal,	528

FEBRUARY, - - - 1874.

Volume XI. - - - No. 4.

TERMS, - \$1.00 per Year.

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No. 88 Seneca Street, Cleveland, Ohio.

Journeymen Machinists and Blacksmiths residing on the continent of North America, desiring to organize Unions to act in concert with those already organized, can obtain all necessary information relative to the formation of Unions under the jurisdiction of the International Union of North America, by addressing

JOHN FEHRENBATCH,

No. 88 Seneca Street, Cleveland, Ohio.

MONTHLY JOURNAL.

JOHN FEHRENBATCH, EDITOR.

VOL. XI.—No. 4. CLEVELAND, OHIO, FEBRUARY, 1874.

\$1 PER YEAR.

Scientific.

AIR CHAMBERS FOR FORCE PUMPS.

[For the Machinists and Blacksmiths' Journal.]

HAVING been requested to write upon this subject, I beg leave to offer the following remarks:

All pumps of the plunger kind have more or less stop at the end of the throw or stroke, thereby causing an uneven flow of water in the pipes through which the water flows, and, if for fire purposes, the water comes out of the nozzle in jerks corresponding with the stroke of the pump; but where the pump is double-acting, or where there is more than one pump working alternately, the jerks are more nearly equalized, and the strain of holding the nozzle is not so great as with one pump, especially if that one pump is single-acting. A single-acting pump will do more damage to pipes, hose, and all else connected with it than two such pumps of

the same capacity as the one, if the two are so proportioned that their area will equal the one large one. This may, at first sight, look rather odd, but if we take into consideration that the single-acting pump gives the water in the pipes time to rest, and must, therefore, at the next succeeding stroke, start the whole of the water with the same velocity as the pump has got from a state of rest, it naturally follows that a greater pressure must be thrown upon both pumps, and pipes, and rods or belts, or any other motion by which the pump is driven. We may liken this to a locomotive that may attempt to start a train of cars at full speed after having stopped on the road, for, in this instance, the water has been stopped on its way to its destination and must be started again at the same velocity that the pump works with. Thus we have the cause of many pumps breaking down that work single-acting through a length of pipes of any considerable length or distance

from the starting point. I will cite an instance or two in my own experience: In 1854 I had charge of a large beam engine, with the force pump attached to the beam, and as the engine was 7 feet stroke, (44-inch cylinder,) the stroke of the pump was 3 feet 6 inches, or it was fixed at half of the beam. The engine made 30 revolutions per minute, or 420 feet per minute velocity of piston, consequently the force pump, being half the stroke of the engine, made 210 feet per minute. This was—and is—a very fair velocity for a single-acting force pump, if the pipes were properly proportioned, which they were in the case I am now referring to, and, when working on the boilers, against a pressure of 30 pounds, this pump was all that could be expected and gave good results, and bid fair to work well for years. But it was a single-acting pump, and threw more or less extra strain upon the pipes every stroke it made, by reason of its letting the water in the pipes come to a state of rest while it was making its upward stroke, and therefore receiving its water, and although the stop was only just one second of time yet it was sufficient to allow the water in the pipes to come to a state of rest, and, consequently, the water had to be started again at a velocity of 210 feet per minute from a state of rest. Here, we think, all our craft will see that the strain was extra. But owing to the pipes being but a very short distance from the pump, or the pump not more than 50 feet from the boilers, and the pipes horizontal, so that there was no great pressure upon the pipes after the check valves were shut, which they had ample time to do while the pump was making its “up-stroke,” yet when we placed a guage on the feed pipe the finger indicated 80 pounds pressure while the pump was making its “down-stroke,” thus showing an extra force upon the pipes of 50 pounds. Then it became necessary to use this same pump to fill up a tank 94 feet high, and here came a strain that was indeed astonishing; for, if we take into consideration the height of 94 feet and divide 94 feet by 2.3 feet—which is equal to one pound pressure—we find that the pressure, aside from friction, to be 40.875 pounds, and yet we had a safety valve in the pipe loaded down to 200 pounds, and lifted that valve every stroke the engine made, thus showing the force that was required to move the water in the pipe after it had come to a state of rest, and also showing where an undue pressure may be put upon pipes where we think

there is only so much or the corresponding pressure of the boiler and the friction of pipes through which the water has to pass. Here, again, we may liken the starting of the water in the pipes to the attempt to start a train of cars at full speed.

Another illustration in my own practice is that of an engine I had in charge, that run 26 revolutions per minute. I found it would be necessary to change cylinders by putting in a smaller one and running faster. Therefore, when we made the change, we ran 32 revolutions per minute, and the same pump attached to the beam, as in the former case, was used, and we soon found that although we carried only 35 pounds of steam yet the pump put a strain of over 200 pounds on the pipe, and finally burst the bottom out; we then turned off the piston and made it smaller and it worked to a charm afterward. This shows that there was more water forced through the pipes than they could deliver at the given velocity, although the pipes were considered by the best scientific men in the country to be properly proportioned. Yet the pressure was too much to raise the water in the pipes to the same velocity as the pump almost instantly as it had to do in this case, and the consequence was that it broke down and we had to reduce its capacity.

Another illustration of this kind and I will come to the air chamber valves.

A friend of mine, who has charge of a large government establishment, had occasion to place a pump to carry water some eighteen hundred feet, (it may be more or less). He put up a single acting pump of the proper capacity to give the required quantity of water, and on starting it he noticed that it labored very hard. He placed a guage on the pipe, when the pointer was thrown clear around to the pin, and the guage burst. He then got another guage, marked up to 240 lbs., and the pump threw the pointer of this guage clear around to the stop pin. Here, then, he found that the pump had to start the full amount of water in the eighteen hundred feet of pipe, from a state of rest to the velocity of the pump, all at once; hence the great strain upon both pump and pipes. He then made two pumps, having the same capacity as the one, and working alternately, and they did the work with a pressure on the guage of 110 lbs.; and although there was the same quantity of water thrown at a less pressure, it was because the water in the pipes was not allowed to come to a state of rest; but the velocity once attained, was

continued without cessation, and an easier pressure was the result. Now all these cases, in a great measure, show the value of the air chamber. The air chamber is a reservoir in which a very nearly constant pressure is maintained. In the first action of the pump the air chamber is supposed to be empty, and instead of water contains air. Hence its name, air-chamber. Now, on the first stroke of the pump, the air contained in the chamber is pressed up toward the top of the chamber, and is partly filled with water and air; the air being on top of the water, forms an elastic cushion for the water to strike against. Then, when the pump is on the return stroke, this elastic cushion gives out its pressure in very nearly the same ratio that the water came into it in the first place, and thus gives a steady stream, if it be a fire-engine or any other engine that is made to throw a constant stream. On the other hand, if it were not for the air-chamber, the water forced through a hose by a fire-engine or in any other way or manner of throwing water, where an elevation of the same is required, would be thrown in jerks, just exactly as the pump worked, and the strokes of the pump could be distinctly counted by the series of jerks that would come from

the delivery pipe. Therefore, the air-chamber is neither more nor less than a reservoir of power or pressure, which is one and the same thing. In the days of old hand engines it was deemed very essential that the engine should have a large air-chamber, and sometimes a piece of rubber was placed inside the air-chamber to give greater elasticity to the air contained in the chamber. But this idea has long been exploded, because it has been proved that air is one of the best and most elastic cushions that can be obtained; and besides it is so very cheaply done, that nature almost furnishes it, or, at least, points it out so clearly that man can scarcely refrain from making use of its beneficial effects.

Now in all the foregoing illustrations of pumps working badly, the difficulty could have been remedied in a great measure by the use of the air-chamber. But in nearly all of these instances given there was no chance to put on an air-chamber, for want of room or other causes.

In regard to the air-chamber, as compared with the pump, it may be made of almost any size; but one having a capacity of from five to six times the capacity of the pump or pumps, will give good results. To sum up, the air-chamber is like a reservoir that

has been filled with water by a pump, and then left to flow through the different pipes to which it is connected, as, for instance, the City of Cleveland is supplied by water pumped up in to a receiver or reservoir, and then allowed to flow through the pipes for the use of the city. In like manner, on a small scale, the air-chamber of a pump is filled with water and compressed air, to be given out through pipes while the pump is on the return stroke, or, we may say, while the pump has gone back for more water to keep up the supply. Then, again, an air-chamber on a suction pipe is a great help to a pump. It acts like a pet or jet of water put in the pump to make it lift or "take hold of the water." The first stroke of the pump lifts a part of the air from the pipes and air-chamber, and goes on freeing the pipes and air-chamber until a vacuum is formed in the pipes and air-chamber (which in this instance ought to be called a vacuum-chamber), are all emptied of all the air they contained, then the water will rush up and fill the vacuum thus made by the removal of the air; and as the air-chamber is above the rest of the pipes, it acts as a pet to keep a constant supply to the pump, which in a long stroke it might lose before it could re-

turn with another supply. Therefore the air-chamber on the suction is another reservoir to keep up a constant supply of water to the pump. The air chamber on the suction-pipe need not be so large as the air-chamber on the delivery side of the pump. An air-chamber on the suction side will do good service if only twice the capacity of the pump.

J. J. ILLINGWORTH.

A watchmaker in Gosling, by the name of Schussleder, has recently published his method of hardening gravers and drills, which he claims renders them almost as hard as the diamond. He first heats the tool to a white heat, and then presses it into a stick of sealing wax, leaves it but a second there, and then sticks it into the wax in another place. This operation is rapidly repeated until the graver is too cool to enter the wax. In turning or drilling, the tool is moistened with oil of turpentine.

Dr. Johnson gives the philosophy of marriage in a few words: "A married man," says he, "has many cares, but a bachelor has no pleasure. Cutting himself off from life's purest and most exquisite enjoyment for fear of some trifling annoyances, he emulates the sagacity of the wiseacre who amputates his leg to secure himself from corns."

Editorial.

THE GREAT "RAILROAD STRIKE."

WE regret exceedingly to be compelled to chronicle the frequent and disastrous eruptions between employers and their workmen. It is lamentable to think that these important classes cannot, or, at least, have not got along together as smoothly as could be expected. There is certainly some cause for the disastrous conflicts that occur between them. We do not agree with those who would saddle the responsibility upon the workmen; neither do we cast the entire blame upon the employing class. The great trouble, the root of all the evil, lays not alone in men, but it lays more in the pernicious *system* that creates an antagonism of interests between them. This self-evident and undeniable truth has, time and again, been verified and confirmed by the constant exhibition of hostility of the employing and employed classes toward each other. We cannot subscribe to the doctrine that would have us believe in the existence of an identity of interests between the employer and the employee, except where the employee is his own employer. We contend, and not in the absence of irrefragable evidence, that the system which

creates the separate classes of employer and employee precludes all possibility of an identity of interests between them. We have an exemplification of this in the eagerness of the great majority of employers in seizing the money panic as a pretext for their relentless and wholesale onslaught upon the workingmen everywhere.

We modestly confess our inability to see an identity of interests between two classes, when the avariciousness of one seems to be satisfied only in reducing the other to penury and slavery. No sane man will, for a moment, contend that it was an identity of interests between the employer and the employee, that induced the Pennsylvania Railroad Company to reduce the wages of its employees. It is plain to be seen, that there was no identity of interests exhibited in the transaction whatever justification the company may have had.

It appears from authenticated and reliable statements made to us personally, that some time ago a contract was entered into between the engineers on the leased lines of the Pennsylvania railroad and the officers of that road, to the effect that the wages of the engineers should neither be raised nor lowered without first giving due notice to all concern-

ed, and not then till a mutual understanding was had between them. But how did the company live up to its agreement? Some time during the night of November 30th, notices were posted on the bulletin boards in the various engine houses along the lines of the company, stating that a reduction of ten per cent. in the wages of engineers and firemen would take effect December 1st, 1873, which notices were not seen by the men until the morning of Dec. 1st. This treatment, on the part of the company, the engineers considered uncalled for and unjust, and instead of treating their employers as peremptorily as they had been treated, exhibited a very commendable spirit of conciliation and forbearance. They pursued their labors as usual, and during their leisure hours appointed a committee of one from each division along the lines affected, with instructions to meet in Columbus, Ohio, at a stated time, to take some steps relative to an interview with the proper officers of the road, with a view of effecting a peaceable and amicable settlement of the vexed question. The committee met in Columbus as per agreement, and concluded its labors by respectfully petitioning the company for a restoration of their former wages. Upon the return of the mem-

bers of this committee to their respective homes, they were abruptly informed by the officers in charge, that their services were no longer required. It may be that the company was compelled to reduce the wages of its employees—which allegation, however, we emphatically reject, as it is inconsistent with the published statement of the company, which puts the net earnings of the road for 1873 at several millions of dollars more than they were the preceding year. However, be this as it may, whatever excuse or justification the company may have had for reducing the wages of its employees, there can be no excuse or justification for the ill-treatment of the committee. Aside from this, the company deserve the condemnation of every honest man, for the shameful violation of its contract with the engineers. The petition ordered by the committee was circulated, and signed by nearly every engineer and fireman along the lines affected, after which it was sent to a committee at Pittsburgh, Pa., to be presented to the officers of the company. The petition was duly presented, and if reports are correct, the ill-treatment of the former committee was only surpassed by the arrogance and insolence of the officers at Pittsburgh, who treated the petition with scorn and contempt.

We are not and never have been an advocate of strikes, but it seems to us that the arrogance of the railroad officers in their treatment of the committees of engineers, was sufficient to justify the action of the men, to say nothing of the reduction in their wages. A good, wholesome lesson, we apprehend, would have a tendency to curb the haughty pride and tyranny of these soulless monopolies which concede to workingmen no rights except the glorious privilege of humbly obeying their every mandate, issued through the promptings of an insatiate greed for money and power.

After the behavior of the officers of the company at Pittsburgh, the committee of engineers, in accordance with their instructions, presented a demand to the effect that if the action of the company in the matter of reducing the wages of the engineers and firemen in their employ, was not reconsidered by a certain time, that there would be a general strike along the leased lines of the company. A positive negative was returned by the officers, when, on the 26th day of December, precisely as predicted by the committee, traffic was suspended on the lines of the company west of Pittsburgh.

It will be seen that the engi-

neers and firemen were clearly in the right; but how did the subsidized, venal press of the country treat them? Scarcely had they quit work, when, with a few honorable exceptions, it arrayed itself on the side of monopoly and against the right.—Epithets, vile and loud, were heaped upon the victims of railroad arrogance who were resisting the oppressions of one of the haughtiest and most dangerous combinations of capital on the American continent. Not a stone was left unturned to manufacture public opinion in favor of the company. The men were accused with committing depredations of all descriptions, when not a single act of theirs during the trouble could in the least reflect upon their characters as men and citizens. The engineers themselves publicly demanded an investigation, but the officers of the company manifested no disposition to have the matter investigated. There was a reason assigned for the indisposition of the officers which to us seemed very plausible, and whether it was true or not, their actions certainly confirm the belief that they were afraid of an investigation.

A report had become current that the outrages purported to have been committed by the en-

gineers and firemen, such as destroying the company's property, were committed in some cases by the officers themselves, and in some cases under their supervision and instructions; all of which was done with a view of turning public opinion against the men.

At Indianapolis, the engineers volunteered their services to guard the property of the company free of charge, and to become personally responsible for any damage the property might sustain while under their guardianship; but their magnanimous offer was not accepted; perhaps for the reason that it might have stopped the circulation of slanderous reports against the men. This, as a matter of course, would not suit the officers of the company, so long as the two-edged sword of "public opinion" could be kept swinging in their favor.

In reference to the gentlemanly bearing of the men, we speak from personal observations, when we say that we never saw a better behaved body of men than those who were engaged in the strike. Their names would adorn the roll of any organization, and their presence would be a great benefit to any community. Yet, notwithstanding all this, a perfect deluge of billingsgate was poured upon them from all sides: even their grand officer, Mr. Charles Wilson,

betrayed them, and took issue with the company against them; occasionally an independent paper would show a disposition to make a true statement of the condition of affairs, when a terrible howl would resound from the sanctum of every venal subsidized paper in the land. The cause of arrogant capital is a holy cause in the estimation of the great majority of our newspaper representatives. Consequently, the shafts of defamation, slander and vituperation are hurled in an indiscriminate and relentless manner at the man or men who dare to engage in any undertaking for the amelioration of labor.

These same villifiers were not idle during the struggle of the engineers and firemen with the Pennsylvania Railroad Company. Their inventive genius cooked up many a dish of base misrepresentation, and pawned them off on their readers for gospel truth. But it had the effect. The misrepresentations of the press, together with the traitorous and cowardly course of Mr. Charles Wilson, Grand Chief Engineer of the Brotherhood, brought about the defeat of the engineers and firemen. No men could have been induced to take the places of the aggrieved engineers until public opinion was turned against them.

In another article we propose

going beyond the action of the company in pointing out the real cause of the strike, why it was prolonged, and why the men were defeated.

In conclusion, we hope that no member of the Brotherhood will desert his organization on account of the failure, but stand firmer than ever by it, and remove the traitor who in the hour of trial deserted them.

♦ ♦ ♦

PUT HIM OUT.

The remarkable personage who presides over the destinies of the Brotherhood of Locomotive Engineers, has at length shown himself in his true guise. We are not, however, among those who are surprised at his recent exhibition of perfidy and pusillanimity, for we have long since warned the members of his organization of the untrustworthiness of their Grand Chief. We are convinced, from what we know of the man, that a pat on the back and a smile from a railroad official has far more influence with him than the most vital interest of the organization over which he so ignominiously presides, and the members of which he has so shamefully betrayed. Many locomotive engineers attribute the cause of their strike on the leased lines of the Pennsylvania Rail-

road Company, to a reduction in their wages. While this may be the immediate cause, the real cause is that which instilled into the officers of the various roads a boldness which set the remonstrance of the engineers at defiance; which gave them the assurance that the members of the Brotherhood could not, according to their rules, strike until they had crept, begged, and crawled at the feet of railroad magnates, and not then unless the consent of the entire organization was obtained, which, at present, means the Grand Chief.

The readers of the *Locomotive Engineers' Journal* are no doubt aware that Mr. Charles Wilson, G. C. E. of the G. I. D. of the B. of L. E., made it his business to seek an interview with the convention of railroad officials, which met in New York City last Spring, and in order to ingratiate himself into the good graces of the members of that convention, disgraced himself by inviting them to examine the Ritual of the Brotherhood, which he held in his hand ready to give it up to any one who wished to see it; but as none of the members would belittle themselves to such a degree as to pry into the secrets of the Brotherhood, he read extracts to them to show that the members of his organization were entirely at the mercy of railroad monopolies.

We hold that a man who will thus willfully violate an obligation which binds him to secrecy in his organization, is a fraud and a traitor to his constituents, and not fit to be trusted with the important duties of Grand Chief Engineer. Aye, he is no longer worthy to be a member of the Brotherhood, and the sooner they "put him out," or replace him by a man who will serve *their* interests, the sooner will they have taken steps for the removal of a standing disgrace to their organization. If this man had kept away from the Railroad Officers' Convention, and attended to the business for which he is receiving \$2,200 per year, no reduction would have taken place in the wages of locomotive engineers, for the reason that railroad companies would have been afraid of a strike in case they made the attempt. But Charles Wilson, G. C. E. of the G. I. D. of the B. of L. E., came to the rescue, and gave them assurances that their members, according to their rules, were compelled to submit to any indignity because they were prohibited from embarking in strikes. Thus emboldened by the declaration of the elaborate titled chieftain, the officers of the Pennsylvania Railroad Company ventured a negative response to the petition of the engineers; and

in addition to this, the members of their committee were discharged from the services of the company.

Suffering under the galling pangs of insult and insolence, and baffled in their endeavors to obtain a decent hearing in the hopes of righting their wrongs without a rupture of friendly relations, nothing but the alternative strike or surrender their manhood was presented to them. They chose the former, as a last and only resort; they felt that the men who would desert their representatives when made the victims of heartless proscription, did not deserve to breathe the air or tread the soil of freedom..

Aside from the reduction in their wages and the discharge of their committee-men, by the officers of the company, a contract had been previously entered into between the officers of the road and the engineers, to the effect that the wages should not be raised or lowered without due notice on the part of both parties, and not then until a mutual agreement had been arrived at. But the opportunity had hardly presented itself, when the railroad officers took advantage of the engineers and reduced their wages, in direct violation of their previous contract. In the course of time a strike ensued; but not till

all other methods had been exhausted. But no sooner had the trouble commenced, when Mr. Charles Wilson, G. C. E. of the G. I. D. of the B. of L. E., sprang to the assistance of the railroad company, and denounced the very men who had been paying him the princely salary of \$2,200 per year, to serve their interests. In his denunciations of the victims of railroad arrogance, which he sent through the associated press, he closed with the following, which we respectfully commend to the thoughtful members of the Brotherhood:

"In my opinion, no dishonor will be attached to any man that accepts a situation from the Pennsylvania Railroad Company during THEIR PRESENT DIFFICULTY."

We have put the last three words in capitals in order to show that his pronunciamiento was issued expressly in the interest of the railroad company, and in direct opposition to the interest of the members of the Brotherhood. If he was as anxious to stop the strike as he pretended, why did he not issue an order something like the following:

"Stand firm, the Brotherhood will back you!"

We wager that such an order would have ended the strike in less than two days, and the members of his organization would

to-day have employment at the old rates. We are sure the railroad company could better afford to pay the old rates than the engineers can afford to work for a reduction; and we cannot see why this man should throw his influence in favor of the company, particularly when the company is paying him no salary that we know of.

In conclusion, we assure the members of the Brotherhood, that we sympathize with them while laboring under the incubus that hangs like a dead weight over their organization. From our knowledge of the man, we know him to be very untruthful—no reliance can be placed in his word. In order to carry a point, no matter how small, he would not hesitate to tell a deliberate lie. The men at Jeffersonville, Ind., to whom he said, when told of their contemplated action on the Pan Handle Railroad: "I hope you will succeed," fully understand the amount of reliance to be placed in him. He then came to Cleveland, and when interviewed by the reporter of the *Sunday Morning Voice*, said he knew nothing of the strike previous to its announcement by the associated press. But how did his actions suit his words to the engineers? "I hope you will succeed." We now dismiss him, as no longer worthy of decent recognition. We sincerely hope that every honest member of the Brotherhood will echo the sentiment contained in the caption of this article, "Put him out," and continue the cry until they are no longer burdened with that unworthy individual.

A CONTEMPLATED ALLIANCE.

During the month we have received a number of letters from prominent members of the Brotherhood of Locomotive Engineers, asking for an expression of opinion as to the possibility of a consolidation of their organization with the Machinists and Blacksmiths' International Union. Instead of answering their letters separately, we have concluded to embody the answer in one article.

The recent strike of the locomotive engineers has developed the fact that they can never hope for success unless the members of our organization are friendly disposed toward them. On the other hand, so far as railroad companies are concerned, our members can hope for no success without the good will of the engineers. Now, then, it seems to us that where the interests of two classes are so closely allied, that the two might very profitably be consolidated under one grand head. We came to this conclusion after much deliberation. We know that there is considerable opposition to this scheme in both organizations, but we rejoice in the belief that no sound argument can be advanced against such a step. The only opposition of any importance we anticipate from the members of the Brotherhood,

will be from their Grand Chief, and this opposition will arise from his belief in the possibility of his being legislated out of office in the event of a consolidation. We can assure him that the members of our organization would make his reign very short did he cut up any of his capers on them.

But to proceed with our subject. The benefits to accrue to the members of these two powerful organizations by a consolidation, will be almost incalculable. At present, the locomotive engineers are entirely at the mercy of railroad corporations; whatever they receive is given to them as if it were mere charity. They have no power under the generalship of Wilson. Every strike that they have embarked in since he has been at their head has proven a complete failure. Aside from this, the locomotive engineers would be the greatest gainers, even in a mechanical, to say nothing of a pecuniary point of view. How essential it is that a locomotive engineer should fully understand the machine under his charge, yet how few, comparatively speaking, are there who are not machinists, who have had the opportunity of receiving a mechanical education—so very essential to the vocation of an engineer—even though it be but theoretical

knowledge. But how easy it would be to attend the meetings of the Union, and in the presence of an educated mechanic, before the blackboard, obtain the coveted knowledge of which many engineers are now deprived. This knowledge, once gained, as a class they would be more independent than they could possibly be without it. At present, when an engineer gets out of employment, if he has no mechanical training, he finds it a very hard matter to obtain employment at remunerative wages; in fact, he is to a very great extent, at the mercy of the employer. However let him obtain a thorough mechanical training, and he will have no need to rely upon the magnanimity of railroad corporations.

The machinists and blacksmiths will also be greatly benefited, and these men know how infinitely necessary is the co-operation of the locomotive engineers in case they are in trouble; but we do not wish it understood that we seek a consolidation for the purpose of enabling either to engage successfully in strikes. We believe that a consolidation of the two organizations would do more to prevent strikes than a hundred such suicidal contests, even though the men were successful in every one. We believe that

our railroad managers would then consent to arbitrate cases in dispute; but now when you speak of arbitration you are indignantly met with the answer: "*We propose to run our own business.*"

We do not believe in the degrading policy which Mr. Charles Wilson attempts to foster on to the members of the Brotherhood that of begging, cringing and crawling for their rights. We believe in a policy that instils into men a principle of manhood that would rebel at the bending to such degrading work. We believe that no body of men should treat an employer only as they would be treated were they similarly situated. Ask for nothing but what is right, and be satisfied with nothing that is wrong. We would have every toiler treated with courtesy and respect. This, however will never be without an exhibition of power by those who earn their bread by honest industry. Power is the only thing that commands genuine respect every where. Let the two organizations unite and the power that they will be able to exhibit will command for their members a respect accorded to no other workingmen, for the reason that it will be the most powerful combination in the world.

Correspondence upon the above subject is earnestly solicited from the members of both organizations.

PASSING EVENTS, NEWS, ETC.

New Unions.

Applications for permission to organize new unions have been received from Wheeling, W. Va., Johnstown, Pa., and Creston, Iowa.

Laid Over,

A beautiful poem, by Bro. J. H. Orr; it will appear next month.

Acknowledgment.

Much obliged to "Machinist" for selection of poetry sent from New York City.

Explanatory.

John H. Shepherd, Cor. Sec. of No. 1 of N. Y., says he is not the Shepherd of Knoxville fame. With pleasure we make the statement.

Query.

Why did not Wilson throw his influence in favor of the men who are paying him a salary of \$2,200 per year, instead of the railroad company? Give it up.

John Griffith,

A member of M. & B. U. No. 1 of Tenn. in 1871, is anxiously inquired for by his mother in Chicago, Ill. Anyone knowing his address will confer a favor by addressing Mrs. Griffith, care of L. L. Wadsworth, No. 255 East Kinzie st., Chicago, Ill.

An Amateur's Effort,

On the marriage of Bro. Murry, of No. 30 of N. Y., Port Jervis—(selected.)

He left his love in England—

Not in poverty, but pain;

The tears hung heavy in his eyes,

Whilst hers came down like rain.

But he sought his love in England,

And brought her o'er the seas;

A happy man, a happy wife,

To bless his home and his.

J. H. McN.

Bro. Mc you will please come to order.
[Editor.]

Marriage Notices, Obituaries.

Our Unions will please be a little more reasonable in making their requests for space to publish obituary resolutions and communications on the marriage of members. If we were to publish one, we could not in justice refuse to publish all, and should we publish all, at least eight pages of the JOURNAL would be taken up on an average each month, with letters on marriages and obituary resolutions. This, we are certain, would not satisfy our subscribers, the great majority of whom have subscribed for the JOURNAL for a different class of reading. Our Unions will please bear in mind that there are over 5000 subscribers whose wishes are to be consulted. We hope this will suffice, and that all marriage and death notices will be sent in an abbreviated form in the manner in which they appear under the proper head.

Railroad Earnings.

We earnestly commend the following table to the officers of the roads named, who used the money panic as a pretext for reducing the wages of their employees:

Earnings for the month of December:

	1873.	1872.
Atlantic & Great West'n. \$	421,809	\$ 494,900
Erie	1,625,131	1,392,615
Lake Shore and Michigan		
Southern.....	1,546,983	1,433,931

The following were the earnings for the twelve months:

	1873.	1872.
Atlantic & Great West'n \$	5,184,118	\$ 5,131,912
Erie	19,621,673	18,386,606
Lake Shore and Michigan		
Southern.....	19,131,017	17,323,574
Philadelphia & Erie ..	4,045,209	3,980,752
Philadelphia & Reading..	14,832,661	12,125,038

From Wilson's Organ—E. Cowles, Monkey.

"It is said—and with undoubted truth—that if the Chief Engineer had thrown the weight of his influence in favor of the strike it would have been far more formidable than it was, and might very probably have succeeded in bringing the railroad company to terms."—*Cleveland (Ohio) Leader*.

Locomotive Engineers' Monthly Journal.

The first number of the improved *Journal* is before us. An attempt has been made to model it after our own, in the matter of sub-dividing the matter contained therein. We read with interest an able and well written article from the pen of L. B. Greene, First Grand Assistant Engineer, entitled "Reduction of Engineers' Wages." It is without exception one of the best editorials ever published in that journal; but as a plea is made for the overworked and unpaid engineer, the old fool at the head of their organization inserts the following:

"'Reduction of Engineers' Wages.'—The article in this *Journal* headed as the above, was written by Brother L. B. Greene, F. G. A. E. We think it ill-advised at this time, and do not approve of it.

"CHARLES WILSON, G. C. E."

We will publish the article in the next number of the *JOURNAL*, in order that our readers may see what kind of a person this man Wilson is, and if the members of the Brotherhood are not convinced by this time that he is a first class fraud, nothing will convince them. There is an article from his pen in the number before us, one of the silliest and thinnest attempts at a decent showing we have ever seen, and all for \$2,200 per annum. About all he succeeds in doing is to praise a certain southern railroad official, who compelled the members of Division No. 115 to give up their charter. He also praises the men who doffed their manhood by taking their charter from their hall, delivering it to this official, and signing an article prescribed by him renouncing the Brotherhood. Anything to curry favor at the feet of railroad officials, you know.

Crowded Out.

Several interesting articles, which will appear in our next issue.

Thanks

Our thanks are due to Mr. F. B. Canedy, Engineer on the B. & A. R. R., Greenbush, N. Y., for a copy of the *New York Commercial Bulletin*, in which we are taken severely to task for throwing our influence in favor of the Locomotive Engineers, in their late strike. We are complimented as "the International Union Autocrat," and are held responsible for placing our "great highways of travel and commerce under an embargo." The writer raises the question as to whether "that autocrat is not liable to an indictment as an accessory before and after the fact." Perhaps we are, in the estimation of the liek-spittle of the *Bulletin*, who no doubt had a pass from Thomas Scott in his pocket when he descended so eloquently in behalf of the Railroad Company.—The *Cincinnati Gazette*, the *Chicago Inter-Ocean*, and a little nasty sheet published in Cleveland, Ohio, called the *Leader*, are in the same category with the *Bulletin*, so far as opposition to workingmen is concerned. But we heed their rantings about as much as we do the barking of a common cur. We look upon their slander of workingmen as praise, for it certainly does a workingman little credit to be endorsed by any of the above sheets.

The Coopers' New Monthly.

It always pleases us to see our contemporaries in the progressive scale, but we confess a little jealousy at the gigantic stride of *The Coopers' Monthly Journal* from the old magazine form into a large, handsome, sixteen-page publication, in newspaper form. Much as we like the improved appearance of the *New Monthly*, its able editorials and its other very interesting reading pleases us more. The editorials from the pen of M. A. Foran have in them the ring of true metal; his bold and fearless advocacy of the rights of labor challenges the admiration of every true labor reformer. The articles from the pens of Messrs. Robert Schilling and Byron Pope, assistant editors, are very commendable. We wish the *New Monthly* every success.

Worthy of Imitation.

It is an old saying that it is wind that blows nobody any. This is exemplified in the h brought about by our late mone which have set workingmen t ing. In Grand Rapids, Mich., ployers reduced the wages from per cent. A number of machir blacksmiths found that they c stand it at that rate, and in rushing headlong into a strike, heads together, organized th into a joint-stock company, got ter from the state, secured a t put machinery in it, and by this JOURNAL reaches its su machine shop will be in full Bro. Wm. H. Fuller, Prest. Alfred Wilmine, Secretary ; intendent. We say to our throughout the organization, and do likewise."

Industrial Congress.

The Industrial Congress of th States will hold it second annus in the city of Rochester, N. Y second Tuesday in April. We see a large attendance. The P of the Congress, Mr. Robert S informs us that the following st cutives have not attended to the as promptly as could be desi McMannus of Wisconsin, Jan Greener of Mississippi, and Will Blaetterman of Missouri. A gentlemen are members of our or tion we hope they will correspo the President of the Industrial C immediately.

Anonymous.

"Union Boy," of Baltimore, in communication that he has bee^o scribeⁿ to the JOURNAL for tw and has never seen an "article or cutting." If he has read th number of 1872, he undoubtedly seen several articles on that subj

smiths'

o sweet and meek child, Jesus,
in Bethlehem born we know,
the angels sang in praises,
that Christmas long ago.

My thoughts are backward turning,
the years that have been mine,
far in the distance seeming,
that Christmas a holy shrine.
The sea, in the land of roses,
sweet they did come and go,
long for another Christmas,
the Christmas of years ago.

the "waits" with their sweetest mu-
sic, would come to the gate at night,
the moon with their silvery light.
their Christmas carols coming,
the shepherds did once appear,
requiem sweetly singing,
the old and departing year.

the prickly leaves of the holly,
and their berries red and bright,
the pictured walls are gleaming
each home on Christmas night.
the mistletoe bough is hanging
merry and dearest meet,
as that oft hereafter,
never seemed half so sweet.

Christmas bells are chiming,
the ocean rolls between,
and the New are joy-ied,
each has its happy scene.
The sea, in the land of roses,
sweet they did come and go,
long for another Christmas
the Christmas of years ago.

WILLIAM B. DUTTON.

Port, Ind., Christmas, 1873.

PANIC.

There is a dreadful thing
any great disaster,
when it comes to greenbacks, boys,
travels all the faster.

Itches on the vital nerve
that stirs both men and nations;
signs of fraud they thought secure,
shows their true foundation.

Many a shop and round-house wall
read this hideous story,
rein the kings and leaders of
monopolies—they glory.

Thus the highest on the "road"
as subjects now for scandal;
satisfaction reigns supreme
on the great "Pan Handle."

If they don't come down a peg,
I'd give some satisfaction,
I'll see the workingmen have found
the time has come for action.

I, my boys that wear the "B."
You're in the van of martyrs.
You'll be true; and never think
giving up your "charters."

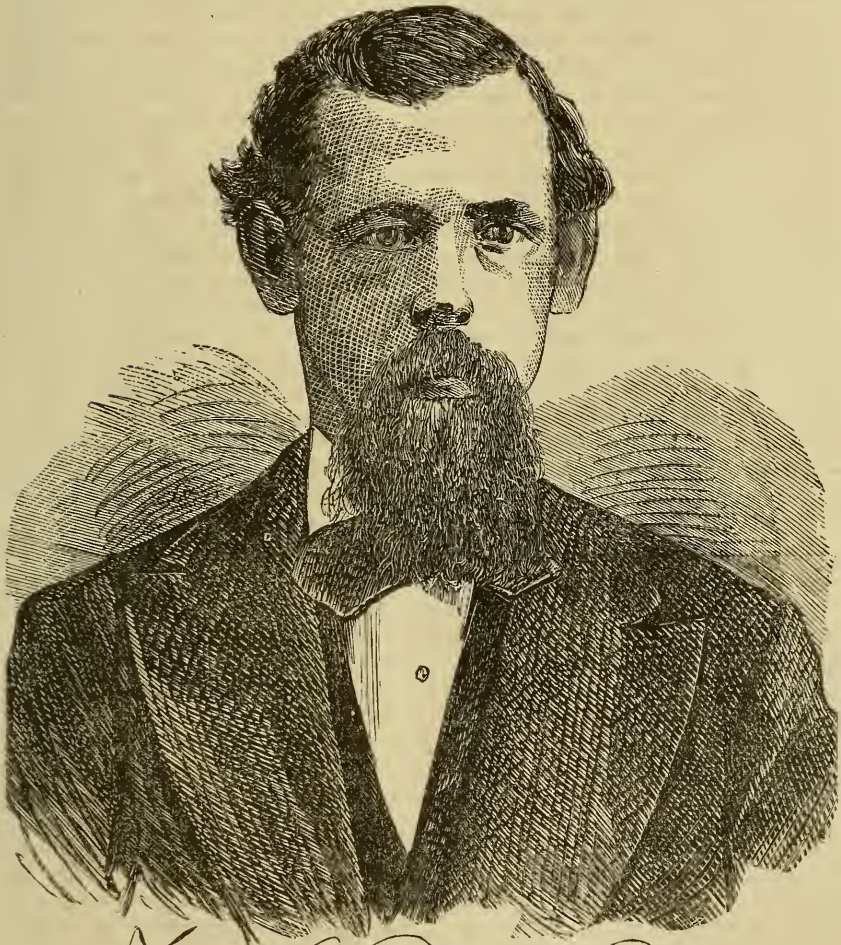
"M's" and "B's" soon come apace,
the grand throng assemble;
thus united let us make
as "corporation" tremble.

1873.

TEN PER CENT.

—*Logansport (Ind) Star.*

LABOR REFORM PORTRAITS.



*Truly Yours
John James*

This week we present to the readers of the *Advocate* the likeness of one of Scotland's sons, who labors for the amelioration of his fellow-laborers, and who is worthy of something more than a passing notice. Mr. John James, the Secretary of the Miners' National Union of North America, is the oldest son of

John and Mary James, of Nitshill, Renfrewshire, was born May 13, 1839, and is now in his thirty-fifth year. His father followed the occupation of a miner, and his mother, like all "mithers of auld Scotia," looked after the interests of the "bairns." Thirty years ago the opportunities for educating the children of the poorer classes of Great Britain were neither many nor favorable, nevertheless John's parents managed to give him the advantages of all the schooling their means would permit. From the time he was six years of age until he was ten he was sent to school, and being of a studious turn of mind he advanced more rapidly than most of his fellow scholars, and obtained the rudiments of an English education. Having attained the age of ten years, and seeing many boys, younger than himself, at work, he expressed a desire to leave school and get employment, so that he could add to the maternal purse.

At ten years of age he commenced working in the mines in the neighborhood of Nitshill, where he labored until he was fifteen years of age. About this time work in the mines became very dull, and the father and son not being able to find work, the family moved to Johnstone. At the latter place young James joined the Miners' Association. It was here, also, that he made the acquaintance of Mr. McDonald, President of the Miners' National Association of Great Britain—a friendship which is retained to the present day. During his stay in Johnstone he took an active part in the agitation which was then going on for the enactment of a "Miners' Inspection Bill." He also took an active part in organizing what is known as the "Colliers's Association," a kind of benevolent institution in connection with the miners' organization. For these, and several other similar actions, he incurred the displeasure of

the "masters" of the mines, and none of them would give him employment. This action of the masters necessitated the removal of Mr. James from Johnstone to the little village of Elderslie. At this village he made the acquaintance of a "bonnie winsome lassie," named Agnes Campbell, and Mr. James plied the "arts of Cupid" so dexterously that after a short courtship they were joined in the holy bonds of wedlock. From here he moved to Inkerman, at which place he had the honor of becoming what most men are proud of—a father. But he was not permitted to enjoy his new-found happiness in peace and quietness, for, to add to his responsibilities, the prevalence of obnoxious gases in the mines compelled his father, who was now pretty well advanced in years, to quit working in the mines, and the duty of contributing to the support of the family, to a large extent, devolved upon himself.

Like all men who take an active part in promoting the interests and welfare of their fellow-workingmen, the power and influence of petty tyranny was brought to bear upon him. Being possessed of an education superior to many of his class, he was suspected of being the author of a letter that was published in the Glasgow *Sentinel*, reflecting on the management of the Inkerman Colliery, and was discharged. The house in which he was living belonged to the company, and they carried their persecution so far as to compel him to leave it within ten days, and thus in the early years of his married life he found himself a houseless, homeless wanderer. He wended his way back to the village of his first love, Elderslie. The collieries of Elderslie were owned by the Inkerman company, but were run under a different management. Here, at the Balaklava Colliery, Mr. James obtained employment, and his youthful hopes

were once more raised to a point of buoyancy. But, as the poet says,

"Hope tells a flattering tale;"

so it was with Mr. James. His new hopes were of but short duration. As soon as it became known who he was, word was dispatched for his dismissal. The demon of persecution did its work, and Mr. James is once more an idle man. He is now wending his way toward the west of Scotland. In Ayrshire he finds employment in the "Demmy" works, where he remains and has an opportunity to resuscitate himself. While working here he reads of the extraordinary opportunities there are for workmen in the Western Hemisphere, and he resolves to cross the Atlantic in search of better fare and peace of mind. Having completed all arrangements, taken an affectionate adieu of his parents, embracing a young, loving and confiding wife, to whom he commits the care of his offspring, he bids a long and lasting farewell to his native land; the home of his childhood, the scenes of his trials and pleasures, and embarks on board an American emigrant ship, resolved to make a home in the young Republic.

In 1865, shortly after the close of our civil war, Mr. James landed in the city of New York, from whence he went to Baltimore, in response to an advertisement for miners to go to West Virginia. With the agent in Baltimore he had a tacit understanding that there was no trouble at the mines, (Newburgh,) and the agent assured him, and those who were with him, that, in the event of his finding the men on a strike, he and those with him should *not* go to work until all was settled, and he (the agent) would pay all necessary expenses.

When Mr. James and his companions (for there were several besides himself) arrived at Newburgh, they found the men on a strike for an advance of wages. Before proceeding to the mines, Mr.

James and his companions made it their business to see some of the miners, who were living in the vicinity of Newburgh, and from them learned the exact nature of the situation. In reply to questions of some of the miners of the place as to what the new comers were going to do, he (Mr. James) replied: "We are Scotchmen, and we are not going to take the bread out of your mouths." When they met the superintendent, Mr. James had to act as spokesman for the rest. Going to the superintendent of the mine, he stated to him their business and the understanding they had with the agent at Baltimore. The superintendent said he had received no instructions from the agent, but supposed he would the next day. A few days later, Mr. James had another interview with the superintendent, when an angry altercation took place between them. The superintendent said he had no instructions to board him, nor the men he brought with him, and that he and his companions would have to go to work, as they were in debt to the company. Mr. James replied that they would not; the agent hired them under false pretenses; the company had violated their contract, and they were not responsible to the company. The superintendent said "they had no contract." Mr. James took the contract from his pocket and read it. The superintendent then said, "*You*," (meaning Mr. James,) "can't get work here anyhow." Mr. James replied: "I have traveled more than five thousand miles to find employment, and I will travel five thousand more before I work while the men are on a strike." Thus ended the interview.

Mr. James and his companions stood the strike with the rest of the men at Newburgh, and joined the American Miners' Association, which was in existence at that time (1865). During the strike, Mr. James worked on a farm for

his board. Finally he borrowed fifteen dollars, with which he went to Oak Hill, Pa., where he worked for one year. While here he sent for his wife. From Oak Hill he went to Coal Valley, Rock Island, Ill., where, he had heard, wages were better. But when he got there he found they were not so good, and returned to Oak Hill. He was finally persuaded by a friend (James Braidwood) to go to Braidwood, Ill., where work was plenty and wages good. In Illinois Mr. James found a grand field to work in. Having taken an active part in organizing the Miners' Benevolent Aid Association of the Northwest, he was, at their first meeting, elected Secretary, and has held that position from that time to the present.

In the District of Braidwood, he has always been the mouth-piece of the miners. He has at all times proved their faithful friend and discreet counsellor. He has represented them in all their District and State Conventions. Discovering that the immoderate use of intoxicating liquors was an obstacle to their moral and social advancement, he resolved to break it up, and succeeded in organizing a lodge of Good Templars, of which he was elected Worthy Chief. There are now three lodges of Good Templars in Braidwood and its vicinity, of which Mr. James is one of the leading spirits, among a general membership of several hundred.

At the recent session of the Miners' National Association, Mr. James was unanimously elected Secretary, a position for which he is peculiarly qualified, and in which, we have no doubt, he will give general satisfaction. In his new and enlarged sphere of usefulness, we wish him all success, fully satisfied he will prove a faithful, painstaking, and reliable official. His many western friends part with him with regret, though believing that their loss will redound to the best interests of the organization.—*Workingman's Advocate.*

In the Interest of Railroads.

The attention of the members of the Brotherhood of Locomotive Engineers is called to the title-page of their *Journal*, where they will find a key to the policy of their Grand Chief. Their *Journal*, we notice, is devoted not to the interests of the locomotive engineers, but "DEVOTED TO THE LOCOMOTIVE DEPARTMENT OF RAILROADS!" Particularly the *railroads*, it will be observed.

Beat it if You Can.

In the semi-annual report of No. 2 of Mich., (Detroit,) for the term commencing July 1st, 1873, we notice that their membership was increased from 122 to 169, and a balance in their treasury at the end of the term, Dec. 31, 1873, of \$2,138.09. We can safely say that No. 2 is panic proof.

Addresses Wanted.

M. & B. Union No. 4 of Ind. desires the following members to send their addresses to the Cor. Sec., M. S. Conly, 15 Lard street, Indianapolis, Indiana: Robt. Bason, John Carter, Val. Thomas, M. B. Bailey and James Terrill.

Laid Over.

A very interesting and instructive article on "Panic and Revulsions," by H. O. Sheldon, was received too late for insertion in this number, but will appear in the March Journal.

Progress of Our Journal.

During the month of January our subscription list has been increased 689. Very good, indeed. During the present month we hope to double that number. What say our friends?

A HUGE STRIKE.

The Pennsylvania Railroad, the most gigantic monopoly of modern times, issued, through its presiding genius, an order for a general reduction of wages of all the employees of the road. Its lines extend from New York city and Philadelphia to almost every point West and South. The engineers and

firemen on the branches west of Pittsburgh, on Friday, December 26, quit at noon, to the number of about 1,500; the consequence being that every freight train was abandoned, and the one or two passenger trains that managed to get through were engineered by master mechanics. The engineers were right in resisting the un-called-for reduction. We glory in their exhibition of manhood, and hope they may be able to force the company to recognize the fact that their employment is just as dangerous to-day as it was two months ago; that it takes just as many dollars to feed and clothe a family as it did before the reduction; that if a reduction of wages is to follow every slight depression in business, although such a depression does not lessen their labors a particle, then, as a matter of justice, whenever business gets brisk, wages should advance correspondingly from the general average wages. As such a sliding scale would be almost an impossibility on a railroad, the only just and proper way to regulate wages is to have a fixed price, which should not be either increased or decreased for a given time. The fight is a huge one, and if the engineers succeed in defeating the grandees of the P. R. R., they will deserve the thanks of every workingman in the country.

The immensity of this rebellion against the edicts of this monopoly, is in strange contrast with the whining statements of the head of the L. E. organization, Hear him: "In his report to their last convention, he said, we rely entirely upon our merits for strength to obtain what we are justly entitled to; we stand alone, seeking no entangling alliances with other trades, nor forming no combinations [two negatives, etc.] with any view of forcing a compliance with our demands. The main prejudice against our organization arises from the supposition that we are organized upon the same plan of other trade organizations."

The engineers of the P. R. R., by their actions, show what they think of such hypocritical statements.

The engineers claim that two years ago a contract was made with the railroad company, that wages should not be interfered with by either party, except upon due notice and proper consultation, and the engineers, after re-

peated efforts to have a consultation, which was insultingly denied them, resolved upon the strike. Their G. C. E., as usual, goes to the Associated Press reporter in Cleveland, has him telegraph from one end of the country to the other that the strike was illegal, that the Brotherhood ignored it, etc., etc.

When our readers remember that this G. C. E. acknowledged that he was wine and dined, and his bill paid at the Continental Hotel in Philadelphia, in times past, by a great railroad magnate, they can form their own conclusions.

P. S. Since writing the foregoing, we are assured by the "press" that the strike is a failure; the G. C. E.'s efforts have defeated the men, and they may well exclaim, "save us from our friends." The "press" further informs us that many of the leading members will be proscribed by the R. R. superintendents, and as they are to be proscribed by the G. C. E., of the L. E., their efforts in behalf of themselves and toiling brothers, will be repaid with compound interest. "Wisdom cometh after many days."—*Iron Molders' International Journal*.

THE ENGINEERS.

For some years past, we have traveled considerably by railroad, and we have often and often thought, as we stood on the platform before starting, or sat in our seat as the train thundered over the road, of the perils of travel by rail, and during these thoughtful moments our mind ever reverted to the grimy, soot covered being who was to guide us to safety or destruction. We generally manage, when on the road, to arrive at the depot ahead of time, and while waiting for the cars to start, we almost invariably walk to the head of the train to obtain a good look at the engineer; and the impression his appearance has upon our mind either keeps us on the alert, or lulls us into a reckless unconsciousness of danger during the journey. We know that ourselves and fellow passengers are in the hollow of his hand. On his steadiness of nerve, his unceasing vigilance, his quickness of thought, activity of body and strength of will depends the safety of life and property, the existence of comfort and happiness. The

engineer fills a truly great and responsible position. His trust is weighty, but his compensation is entirely inadequate to the service he performs. His wages have never been commensurate to the perils of his calling, the capabilities he is expected to bring to the discharge of his duties. The recent panic offered soulless railroad corporations a pretext to give the screw another turn, and force his remuneration still lower. Many of the engineers, smarting under repeated wrongs, resisted the reduction—they struck. They did not, it appears, submit their grievance to the Grand International Division. They, perhaps, thought it useless, as it seemed to be impossible to obtain a constitutional strike while the thick-headed, big-bellied truckling Chief is at the head of the Brotherhood. The strike occurred, as our readers are aware, on the leased lines of the Pennsylvania railroad. The road officials, at first, supposed the strike authorized, and would, in all probability, have restored the old prices, had not the Chief made haste to inform the public that the strike was unauthorized, and in violation of the rules of the Brotherhood. But he did not stop there; he advised or commanded the men to return to work. He went further, even, than that; he told *all* engineers that it would be an honorable act to go and take the strikers' places. The strike was a failure, to a certain extent. How could it be otherwise? If the man they pay \$2,200 per year to look after their interests betrayed them, what could they expect but failure? But the strike was not without good results. All roads *contemplating* a reduction of engineers' wages have concluded not to do it. Other roads have agreed to restore the old rates in a few weeks. The men who struck were sacrificed, but the sacrifice saved their brothers. Had these men not struck, all the roads in the country would have reduced wages. The strike stopped this general reduction. It would have been wholly successful had the Chief, covered in his lion's hide, not brayed and proved himself an ass or a traitor.

Many acts of violence are attributed to the engineers while on strike. We believe, however, if these things were closely followed up, it would appear that most of them were authorized by

the company, and so authorized for the purpose of manufacturing public sympathy at the expense of the strikers,—*The Coopers' New Monthly*.

TIT FOR TAT.

We hear of a "Tit for Tat" game lately played in the west, which, while it answers the ends of poetic justice, is hardly to be applauded, inasmuch as it sets a bad example that may be followed entailing serious results in the hereafter. It seems that during a recent tilt between the machinists and the railroad company at Elkhart, Ind., the locomotive engineers proffered and really did do the work of the machinists without cost to the company during the continuance of the strike. Being apprised of the piece of dirty work, the editor of the M. & B. JOURNAL advises his men to watch their opportunity, and if locomotive engineers refuse to do *their* work for any cause, to at once step upon the foot board and assist the companies. President Fehrenbatch is a Trades Unionist of unimpeachable integrity and undoubted courage; but we really do think that he is committing a very grave error in urging this measure of revenge upon his followers. Two wrongs never did and never will make a right; besides, we shall gain more by calling into play all the spirit of forgiveness of which we are possessed, when we encounter emergencies of the character of the one above noted, than we can ever hope to secure by imitating the errors, either of the head or the heart, of those who have done us injury. Revenge is sweet, we know, but success which can be made certain more easily and speedily by following the course we have indicated as the only proper one, is far sweeter and much more of a desideratum.—*The Workingman*.

Brother Johnson, such advice never would have been given if it were possible to reach the engineers through their Grand Chief. Our action in connection with their late strike shows our true position on this question.—Editor.

The Vermont, Ill., *Chronicle* announces that it will "exchange a few tender-lines for spare ribs or sausage."

General Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

Correspondents will please send in their manuscripts on or before the 12th of each month, so as to avoid being crowded out.

In order to insure insertion, all letters intended for publication, must be accompanied by the full name of the writer, not necessarily for publication, but as a guarantee of the good faith of the writer.

HAMILTON, ONT., Jan. 26, 1874.

MR. EDITOR—Some months ago, advertising hand-bills or posters were circulated throughout the country by our I. U., with a view to secure a larger circulation for our JOURNAL. While sympathizing with the end aimed at I could not endorse the laudatory recommendations concerning the JOURNAL, as set forth in these hand-bills. Our JOURNAL in point of merit may compare favorably with the journals of other trades' organizations, as the Coopers' or B. of L. E.'s, and the circulation of these journals may far exceed that of ours, when considered with respect to membership of the organizations. Many may wonder why such lack of interest exists with the machinists and blacksmiths as to their JOURNAL, many others may see causes why such is the case. To this latter class, I would recommend them to put their opinions on record in the JOURNAL for public information and for public criticism; so that we can then have some idea of the intellectual wants of our two crafts, for whom the JOURNAL is professedly written.

Many of the trades that have journals do not need a thorough scientific training to make them proficient, but rather require manual dexterity or other qualities not readily imparted through a journal. But how different are the wants of the machinist and blacksmith! We want a scientific training of no mean order in the different branches of natural philosophy and mathematics. This is not got in our school education, nor can it well be given then; and as we are wofully behind Europe in mechanics' institutions, free public libraries, and schools of designs for the working classes so would-be proficient in the machinist's and blacksmith's crafts must get this needful scientific education from newspapers, journals, and such like. Herein is one great cause of our defi-

ciency as American artisans, and till this is remedied, our great deficiencies will be apparent to ourselves and every thinking foreigner that may come into our midst. Some may say there is the *Scientific American*, the *Builder*, and such papers in that line. Such create a superficial smartness in some odd or end way, hurtful to the getting or undergoing a regular scientific training; and it becomes questionable to my mind whether the perusal of such by our young machinists and blacksmiths don't do them more harm than good.

Progressive scientific teaching, by practical men, is what the younger members of our crafts need. This could be to a very great extent done through our JOURNAL, and I consider it the proper channel to give such education, till we have mechanics' institutions, schools of designs and technical schools grow up in our midst. We truly have every chance in our large cities to get a commercial education, but have no chance to get a mechanical or technical education. Some JOURNAL readers may imagine that I forget the efforts of Bros. Illingworth, Rowntree, and others in this direction. Could our JOURNAL muster one hundred such contributors, we would then have this want partially filled out. Are three or four such contributors—with a President and Secretary, probably taxed quite enough now relative to the craft in general—to do all this work? It seems that it was the calculation that our President should do this little job for us—editing our JOURNAL. Were our JOURNAL of the same desired kind as the Coopers' or that of the B. of L. E.'s he then might. I consider our I. U. is to blame for not making proper provisions to have a journal adequate to the wants of the crafts in general. When our delegates assemble again I hope they will give this subject the attention it deserves.

Few of us think of the labor required to get up a good journal or newspaper. Let us look at the trouble and expense of getting up such a paper as the *Scientific American*: I should judge they will have a professional staff of four to six editors at least; then they will have as many paid contributors and voluntary contributors. Turn from that to the getting up of a first-class newspaper, as the New York *Herald*: To the best of my recollection, Bennett, the elder, had

an editorial staff of about twelve, who met each day to consult together previous to drafting out the leading editorials for the next day's issue. Fancy twelve professional men engaged on some leading editorial! Do you now wonder they were so well written? See what brain labor is expended on such. Then they have scissors editors, special paid contributors and the aid of large libraries. I believe a similar staff exists in connection with the *New York Tribune*.

After pointing out the deficiencies of our JOURNAL with respect to a scientific education of the crafts, there is yet one other great deficiency noticeable, more or less, in all our labor journals, and a subject we want educating in as much as the other mentioned subject. It is labor politics. It is a branch of politics we know little or nothing of, and which, I think, concerns us more as workmen than any other kind of knowledge. This is the only kind of politics that we ought to tolerate in our Unions or journals. True we want educating therein, but where are our educators? Has labor politics any intelligible and progressive existence to our advanced labor reformers? I am satisfied that while we have volumes treating on most every branch of general politics, or political economy, we have nothing yet worthy the name of labor politics. All our newspapers, save a few labor papers, only retail the version of politics authorized by capitalists; all our laws are made to harmonize with this version; all else outside of it is denounced as demagoguism, and the promulgators of it fit candidates for jail, and the hearers ignoramus. O, what potent names these are to put down investigation in labor politics! Fellow-workmen, we act cowardly and ignorantly and are very easily put aside by such names! What sensitiveness journal editors and contributors betray on this point; always when criticized by those who have nothing else to do, they draw back their inmost conviction of things, and try to publicly harmonize themselves in connection with a false state of labor and capital. Most of us are satisfied that the existing state of things relative to capital and labor is neither more or less than a transition state, and does not harmonize with an idea of eternal justice pervading all things, and a depart-

ure from the existing state of things will have to be taken sooner or later, and certainly never with the consent or aid of those who are benefited by the injustice or robbery daily practiced on the worker. JUSTICE.

The Engineers' Late Strike.

PITTSBURGH, Jan. 12, 1874.

MR. EDITOR:—As I think from your honorable and fraternal conduct in the late contest, that it would be gratifying to you to lay before your numerous and intelligent readers a true and full account of the Locomotive Engineers' strike, its cause and development, for their consideration and judgment, I present the case. This action is deemed necessary by many that were deeply involved in the late affair, on account of the various distorted and confused statements issued to the public through the press. I am also obliged to trespass on your kindness for the publication of this communication, for the reason that the columns of our own class organ are closed against this defense. The Judas attitude assumed by our Great Chief during the progress of the difficulty, forming an insuperable barrier between him and all honest and honorable men.

The issue between the Pennsylvania Leased Lines and the engineers was, ostensibly, raised by the ten per cent. reduction of pay instituted by the company. This was the recognized issue between them. But there was another issue existent, which was, if anything, more vital than the avowed one. This issue was, "Should solemn contracts be maintained and enforced by the parties on the one side, if the parties on the other side choose at their will and pleasure to default." On the affirmative the engineers stood. They had entered into a written contract with the Penn. Co. managers, fixing the existent rates of pay. The contract to endure until dissolved by mutual agreement. At times, when committees were delegated to wait on the officers to endeavor to adjust inequalities or modify portions of the contract, they were met always with the answer: "Here is your contract; abide by it." Such was the constant answer. The officers claimed that the contract covered all the emergencies that might arise. This was the plea advanced ever by the managers of the company, until it suited their plans

to withdraw it. How was this withdrawal made? By a mutual conference, at which the engineers would be permitted to plead their cause? No indeed! Not only was no desire evinced by the managers to have a conference with their engineers, with a view to an amicable settlement, alike beneficial to the public and the parties in the controversy; but an order of proscription was actually issued, to deter committees from interviewing the managers. The order to subordinate officers was to discharge any engineer that asked leave of absence to act on any committee which might be appointed to confer with the officers on the subject, or that expressed any dissatisfaction with the order of reduction. Contrast with such a course that of the managers of the Allegheny Valley railroad, who being compelled to effect a reduction, called a committee of their engineers to wait on them in conference. The result was an amicable settlement, honorable to the company and the men. The managers of the Pennsylvania Company, in violent contrast to such a business-like mode of procedure, issued a peremptory order announcing the reduction, taking effect December first, the date of its issue.

This was all the notice given to their most responsible employees. Employees whose duties place them in such peculiar relation to the public, as the men to whose skill, judgment and nerve the traveling public entrusts life and property. Unwilling to submit to such a monstrous breach of common security, such as is afforded by the existence of contract, they formed a committee to wait on the managers of the company with instructions to earnestly remonstrate against their action, and, if possible, to induce them to rescind it. In vain. The managers were found immovable and inexorable. The strike was avowed as the last resort; but was scorned. Careless as to the amount of suffering and inconvenience entailed on the public by their action, the managers told the committee to "strike and be damned!" Nor did the managers betray, during the strike, any very great consideration for the safety of the public. Committing the most important trusts—those of passenger trains—into the hands of men who were, to speak the best of them, incompetent. Although their claims were evidently just,

and honor urged them to a full assertion of their rights, yet the delegated committee would have embraced any feasible compromise—such as was effected between the A. V. R. R. & P. R. R. and their employees—with eagerness, so desirous were they to avoid the extremity. But alas! compromise was scorned. Uncomplaining and uncompromising submission or the alternative was all that was offered them. I ask, could men that had not yet become total slaves, do otherwise than they did? I think the answer from all the readers of this will be, No! This plain statement represents, I believe, the salient points in their case, and must serve in lieu of a better plea.

Loco. ENGINEER.

CINCINNATI, O., Jan. 26, 1874.

MR. EDITOR:—I am deeply impressed with the necessity of co-operation among our members, and am, therefore, pleased to see you take hold of the matter in earnest. I have agitated this question for a number of years, and endeavored to show our craftsmen the great benefit to be derived from a practical application of it to a machine shop. All that I have spoken to gave their hearty approval. Feeling encouraged, I laid the matter of holding a public meeting on this question before my craftsmen, two in number. The meeting was held, and the question thoroughly discussed, and resulted in the organization of a "Machinists' Co-operative Society," since which time the association has been duly chartered under the law of the state, with power to raise \$100,000. Our constitution and by-laws were printed, and circulated among our machinists, who were invited to take shares, which were \$100 each, payable in monthly installments of \$2.00. We started with eleven good men; everything went on smoothly, and each of the original eleven has one share paid for. But I am sorry to be compelled to complain of the lethargy of the machinists in this latitude. We have not been able to get new members, the two dollars per week seems to be too much for them for such a purpose, yet they seem to have that sum, and in many cases much more for worse than useless investments; but such is life. Seeing the disposition shown by them, after one year's trial, we became dis-

couraged, and adjourned subject to the call of the president of the association. We still have our seal, papers, etc., and stand ready to make another move soon as the opportunity presents itself.

I fully agree with your proposition to make co-operation a Union affair. We should have a co-operative department in connection with our organization the same as the insurance department, and let all brothers who feel so disposed become stock-holders. Let us put the shares at \$25 each, payable in weekly payments of \$1.00, or if that be found too much, let it be fifty cents per week. Taking our membership at 15,000, at the end of one year we would have a capital of \$375,000. This would enable us to build two very fine shops, and as soon as they were got in running order, steps could be taken with a view to building two more in the same way, and continued until every member was his own employer. Many will suppose the writer to be well supplied with finance; but this is all a mistake. The financial crisis has swamped my little hard earnings, and left me as it has many more unfortunates. I hope and trust however that the worst is past, and our craftsmen will muster pluck enough to push this important question of co-operation. Let us have a co-operative department in connection with our organization, and it will be but a short time when every good machinist and blacksmith in the land will be with us.

E. J. TYRRELL.

—•—
GALION, O., Jan., 1874.

MR. EDITOR—For many years it has been the study of those interested in the welfare of the laboring classes to ascertain what would be the wisest and safest plan for the accomplishment of their emancipation, and rescue them from the thralldom of greedy and avaricious capitalists. The treatment that we have received, since the money panic, from the very men who are now rolling in luxury and wealth produced by our hands proves conclusively that the philanthropists who have labored for us have done so not without good cause; they have seen, and do see, the grasping disposition of many of our employers. The treatment we have received since the panic carries with it very little evidence of sympathy for those who, in obedience to the word of God, eat their

bread in the sweat of their faces. We are supposed to be honest and just in all our dealings with our fellow-men. But how can the tens of thousands who are out of employment resist the cry of their children for bread? How can they fill the mouths of their hungry little ones, when they have consumed their little hoardings since they have been out of employment, unless they resort to crime to keep their children from starving? But God forbid that it should ever come to that extremity!

The question arises how are we to guard against such a calamity in the future? The remedy is in our own hands. Shall we apply it, and snatch our fellow-workmen from the claws of the vultures who have been preying upon them? Methinks I hear the answer from a thousand tongues, "Yes!" Then let us go to work at once and inaugurate measures for the prevention of strikes. Let us take the thousands of dollars that it would require to carry on these suicidal wars, and appropriate them for a nobler purpose. Let us establish a joint-stock company in connection with our organization, for carrying on our own shops. This will do more good than all the strikes that have taken place since the formation of labor organizations in America. Let us calculate. Say we have 15000 members, which I think we have in round numbers. Let each pay a sum of \$4.00 into a fund for the purpose of building a shop for the manufacture of steam engines and machinery of all description. \$4.00 from each member would give us a capital of \$60,000; this would enable us to make a start. I hardly think it would be necessary to buy ground on which to locate the shop, for the reason that there are many cities and towns, the citizens of which would donate the ground. We could expend \$20,000 for a shop and the necessary material, and \$20,000 for tools, leaving us a reserve fund of \$20,000. Remember that this proposition is to start a small shop I propose a small shop in order that we may become educated in the business as we grow up. The shop could be made a model affair of the kind. Eight hours could be adopted as a rule for a day's work; and as business increased two gangs of men could be employed, and if business warranted it, three gangs of men could be employed, and the ma-

chinery could be kept running both day and night. In this way the machinery necessary for the employment of forty men under the present system, would be sufficient for the employment of one hundred and twenty men. In this way we would save the outlay of a great deal of money. Under such a system we could have eight hours for recreation and eight hours for rest. We could establish a room in connection with the shop wherein we could meet during our leisure hours, for the cultivation of our minds. Our members could be instructed in mathematics, geometry, etc., things so very essential in the application of our trades. I feel confident that it would be but a short time until the articles of our manufacture would have a world-wide reputation. Our locomotive and stationary engines could be sent to the various exhibitions of any importance throughout the country.

In conclusion, I hope to see this important question receive due attention at the hands of all our members. Brothers, let us have a general expression of opinion, not only upon the subject matter of this article, but upon all other questions affecting our interest and welfare.

J. E.

CRESTON, IOWA, Jan. 20, 1874.

MS. EDITOR:—I would like a little information through the JOURNAL in regard to the eight hours strike of three western states in 1867, and whether or not the L. E. Brotherhood opposed the movement, and issued circulars from Chicago stating that it was against the interests of the country, and that they would oppose it, &c. I have heard considerable about it here, and would like to know the facts in the case, and in what relation the machinists stand toward the engineers' and their strikes.

MARK STONE.

The locomotive engineers, as a body, sympathized with the eight hour movement, but many of them rather lent their aid and sympathy to the opposition. However these are by-gones; let us bury the hatchet, and cross hands over the breach that was then created. The relation of the machinists to the engineers is such that the machinists cannot injure the engineers without suffering in a corresponding degree. Let us go hand in hand together.—ED.

WHISTLER, ALA., Jan. 20, 1874.

MR. EDITOR:—I have several times written short articles which I intended for publication in the JOURNAL, but as they were not addressed to the editor or any mention made as to my wishes concerning their publication, I suppose you took them to be of a private nature.

I feel confident that if our brothers throughout the organization would contribute occasionally a short article upon some interesting topic, that a much greater interest would be manifested in extending the circulation of our organ. For example, let every reader who wishes any information of interest to the craft in general, ask for it through the columns of the JOURNAL. Let us make our journal a source of valuable information; furthermore, let every member of the organization subscribe for the JOURNAL and secure at least one besides himself; that would give us a splendid circulation. In conclusion, I propose the establishment of a column in the JOURNAL of notes and queries, so I will make a beginning:

What is the tractive force of a locomotive, with 16 inch cylinders, 24 inch stroke, 5 feet drivers; mean pressure 120 lbs. to the square inch?

J. F. SCOTT.

A Plea for A Weekly Paper.

GALESBURGH, ILL., Jan. 22, 1874.

MR. EDITOR:—The following preamble and resolutions were unanimously passed at a regular meeting of M. & B. U. No. 5 of Ill.:

WHEREAS, The workingmen are continually assailed, not only by capitalists, but by men who neither work themselves nor give employment to others; and

WHEREAS, We feel the need of a workman's paper, to champion our cause and assert our rights; be it therefore

Resolved, That we counsel the discontinuance of the Monthly JOURNAL, that a weekly paper may be published in its stead, edited by Bro. John Fehrenbach.

Resolved, That in appreciation of the services of Bro. Fehrenbach in our behalf in the past, we hereby tender him our confidence and support in the future.

Resolved, That in case a paper is started, we will not only subscribe ourselves but use the utmost exertion to induce others to do the same.

Resolved, That a copy of these resolutions be sent to Bro. Fehrenbatch for publication in the M. & B. Monthly Journal.

JOHN S. WALKER, } Committee.
LEVI ROADHOUSE, }

EASTON, PA., Jan. 2, 1874.

MR. EDITOR:—Supposing you to be interested in the cause of the craft in particular, and labor in general, I take the liberty to send you the enclosed slips, cut from the *Easton Express*. One will show you that we have a railroad superintendent whom we may well be proud of. The communication explains itself. The Lehigh Valley R. R. company had ordered a reduction of 10 per cent., to take effect on the 1st of December, 1873, and tried to influence our superintendent to reduce the employees on our road. Mr. Ricker wrote back an answer, saying that the Central railroad men were not getting any more pay than they ought to have, and refused to comply with their wishes. The Valley railroad men sent a committee to interview their superintendent, and are to have answer the second Tuesday in January. It is needless to say what their answer will be. The following is one of the slips referred to:

ELIZABETH, Jan. 1, 1874.

All Officers and Employees of the Central Railroad of New Jersey:

It has been rumored to-day, and one of to-day's New York newspapers publishes the rumor, that this company will soon reduce the wages of all employees 15 per cent. This thin and gauzy canard hardly deserves denial. I will simply say that the whole story is made in the same will as all similar newspaper rumors, and the statement has not the shadow of foundation; in fact the subject has not been mentioned by the officers of the company.

Wishing you all a "Happy New Year" and many returns,

I am, yours truly,
R. E. RICKER, Sup't. &c.

Capital versus Labor.

EVANSVILLE, IND., Jan. 19, 1874.

MR. EDITOR—The very frequent appearance of the above heading in the newspapers of the day, prove that the relation of Capital and Labor is receiving the attention it merits, and that the

subject is receiving the attention of the thinkers of the country. The agitation of the question of Capital and Labor cannot but prove to be of benefit to the working classes, and the sooner the capitalist is led to recognize the rights of his workmen, the sooner will the millennium dawn upon the workingman. Labor has rights which the rich man has no right to ignore. Any individual whose lot is to labor, has a right to demand that he receive sufficient compensation for his labor, that he may live comfortably and have something left for the contingencies of life. The practice of the rich of putting down wages to starvation rates in order to undersell a competitor, is wrong, and will lead to a spirit of discontent among the people. It will seem to them, and justly, when they see the stately palaces of the rich springing up around them, built with the wealth that they helped to create, that there is something wrong in the system that allows everything to the rich, and nothing but poverty to the poor, and will justify a rising spirit of discontent in the people. Cheap cloth is the devil's cloth, and will in the end lead to riots, factory burnings, and French revolutions. There is a law of proportion between Capital and Labor, and unless this law is sacredly respected, it will lead to violence and bloodshed. Injustice cannot last always. Let justice then enter the soul of him who employs his fellow men; let him so manage that they shall receive fair wages, and have time and means to cultivate their moral natures.

W. H. MILLER.

ALBANY, N. Y., Jan. 20, 1875.

MR. EDITOR:—It is the earnest wish of many members of No. 1 of N. Y., that I ask some of our brothers to give us a simple method of calculating compound gearing for screw cutting, through the columns of the JOURNAL.

JOHN H. SHEPHERD

[Any contributor furnishing the desired information will please make a plain drawing of the end of the lathe, showing the wheels. It is not necessary to show the teeth; all that is required is to make the drawing of the wheels proportional.—EDITOR.]

CAMP BOWIE, ARIZONA, Dec., 1873.

MR. EDITOR—I am deeply interested in the welfare of the JOURNAL and the cause it supports, so I wish to pen a few lines about the Apaches of Arizona: There has always been through the East, and is to the present day, a great amount of sympathy for the poor Indians, but all this feeling comes from the heart in the same way that it would if a criminal was to be hung; it also comes through a lack of knowledge or foresight. Now, to illustrate this, I will endeavour to show the manner in which the Indians on this the Chiricahua reservation have taken advantage of an agreement made between them and Gen. Howard. In the early part of October, 1872, an agreement was made between the noted Indian Chief Cochise and Gen. Howard whereby he (Cochise) and band should have a tract of land sixty miles square as a reservation, rations, blankets, etc., and a stipulation also that no U. S. troops would be permitted to cross his reserve in case they should want to inquire into the management of his affairs, as has been the case several times since the agreement. This lack of foresight in Gen. Howard is what's going to cause a general outbreak among them (the Indians) under Cochise, as so many walls have come lately from the citizens of Sonora, Mexico, of the ravages of the Indians in that country, that it would be a gross outrage if our government did not take steps to effectually stop it. To show you the amount of damages they have done in Sonora, would occupy too much of your valuable JOURNAL; but I will simply state that during the past three months they have killed sixty-three persons, and stolen over four hundred horses besides gold and silver, provisions, blankets, etc., and material damages on their crops. Now to put a stop to this the government must of course break their agreement with Cochise, and evil minded persons will cry that it is no wonder the Indians break their treaties when the government shows such a lack of faith, but they will not stop to think that one of their own faction, namely Gen. Howard, is the whole cause, and all through pure ignorance in not knowing how and in what manner to treat with them. These occurrences might have all been averted if the

government had only given the matter into the hands of Gen. Crook, in the first place. But, no, those oily gammons, entitled peace commissioners, saw there was a chance for plunder; and now, after a vast amount of trouble and expense, they see who did and who did not know how to treat with the Apache Indians. Having shown the manner in which Gen. Howard treated with the Apaches under Cochise, and the consequences, I will endeavour to show the plans by which Gen. Crook worked in subduing the different tribes from Cochises. All people with common sense can see for themselves. Early in November, 1872, he (Crook) started out with six companies of the 5th Cavalry in search of those different tribes and bands of Apaches, who had made Arizona a terror to everybody. They not only prevented those that were here from doing anything toward developing the country, but they ostracized all others from the territory and thereby kept back from the world a place that has not its equal for the plentifulness of precious metals. Crook with his command were on that scout from November, 1872, until Feb'y, '73. During that time they killed about seven hundred Apache Indians and squaws, and brought onto reservations, submitting his own arms to them, between twelve and fifteen thousand Apaches; and by carefully watching them and strictly doing as he agreed to do, he has them under the most perfect control of any Indians in the U. S., and all simply because he put the fear of him and his troops into them. Honeyed words will not do for the Apache. Show them by your just determination that if they do wrong they must and will be punished, and in the course of time the Apache will cease to be a prey upon civilization. Such is the sound policy of Gen. Crook and his officers and men in Arizona.

Yours with respect.

D. TROOP, 5TH CAVALRY.

HAMILTON, ONT., Jan., 1874.

MR. EDITOR—No. 2 of Ont. desires Bro. Upright, Secretary of the Mutual Life Insurance Department, to show, arithmetically, how we can insure in our Insurance Department at a cost of \$10 or \$11 per year to secure \$1000 at death, non-prepaid policies as in our system. Joux Cook, Cor. Sec.



WOODYATT—SMALLHORN—On the 24th of December, 1873, at the residence of R. Everts, Esq., Evetton Mills, Ont., Bro. A. R. Woodyatt, of No. 5 of N. Y., (Buffalo,) to Miss Anna Smallhorn, of Eramora, Ont.

HEFFERNAN—PRENDERGAST—On the 31st of December, 1873, at St. Patrick's church, Savannah, Ga., by the Rev. C. C. Prendergast, Bro. James W. Heffernan, Fin. Sec. of No. 2 of Ga., (Augusta,) to Miss Nellie A. Prendergast, of Savannah.

McCABE—In Cincinnati, O., Bro. James H. McCabe, ex-Rec. Sec. of No. 1 of O. (Name of bride not given.)

GARSTANG—ZERBEE—At Ravenna, O., Bro. Wm. Garstang, Pres. of No. 13 of O., to Miss Lovenia Zerbee.



DONOVAN—Bro. Peter Donovan, of No. 5 of N. Y., died in Oswego, of heart disease, January, 1874, aged 47 years.

McALPIN—Bro. Angus McAlpin, of No. 3 of Ala., died at Selma, December 31st, 1873, aged 20 years, 6 months and 13 days.

TARBERT—Mrs. Tarbert, wife of Bro. F. Tarbert, of No. 4 of Ga., died in Columbus. (Date and age not given.)

SUBSCRIPTIONS FOR THE JOURNAL.

JANUARY.

1, Lowell, Mass.	\$ 1 36
1, Seymour, Ind.	5 00
1, Brooklyn, N. Y.	1 00
1, East St. Louis, Ill.	1 00
1, Cleveland, O.	1 00
1, Rutland, Vt.	13 00
3, Renovo, Pa.	2 00
3, Brooklyn, N. Y.	1 00
3, Wilkesbarre, Pa.	2 00
3, Hudson, Wis.	2 00
3, Selma, Ala.	5 00
3, Chillicothe, O.	14 00
3, Vincennes, Ind.	14 00
5, Cedar Rapids, Iowa.	75 00
5, Yonkers, N. Y.	5 00

5, Cleveland, O.	1 00
6, Cleveland, O.	2 00
6, Charlestown, Mass.	5 00
6, Milwaukee, Wis.	5 00
7, Adrian, Mich.	2 00
7, Jackson, Tenn.	4 00
7, Peoria, Ill.	1 00
7, Albany, N. Y.	8 00
7, Boston, Mass.	5 00
7, Milwaukee, Wis.	5 00
7, Chicago, Ill.	1 00
8, Meadville, Pa.	1 00
8, Amboy, Ill.	1 00
8, Buffalo, N. Y.	1 00
9, Seymour, Ind.	5 00
9, St. Charles, Mo.	1 00
9, Buffalo, N. Y.	3 00
10, Philadelphia	1 00
13, St. Louis, Mo.	4 00
13, Kansas City, Mo.	1 00
13, Savannah, Ga.	8 00
13, Boston, Mass.	1 00
13, New York City.	2 00
14, Moberly, Mo.	1 00
14, Elmira, N. Y.	10 00
14, Aurora, Ill.	5 00
14, Mattoon, Ill.	2 00
14, New York City.	1 00
15, Richmond, Ind.	5 00
15, Houston, Texas.	1 00
15, Revere, Mass.	1 00
16, Albany, N. Y.	23 00
16, Seymour, Ind.	1 00
16, Hamilton, O.	6 00
16, Moberly, Mo.	18 00
16, Rochester, N. Y.	1 00
16, Altoona, Pa.	2 00
16, Seneca Falls, N. Y.	5 00
17, New Haven, Conn.	14 00
19, Detroit, Mich.	66 00
19, Cleveland, O.	2 00
20, Albany, N. Y.	32 00
20, Indianapolis, Ind.	1 00
21, Susquehanna Depot, Pa.	15 00
21, Dennison, O.	7 00
21, Wilmington, Del.	5 00
21, Oswego, N. Y.	2 00
21, Susquehanna Depot, Pa.	21 00
21, Dubuque, Iowa.	1 00
21, Richmond, Ind.	5 00
21, Elmira, N. Y.	1 00
21, Rawlings Springs, Wy. Ter.	2 00
22, Cincinnati, O.	1 00
22, Cleveland, O.	5 00
23, Susquehanna Depot, Pa.	10 00
23, Wilmington, Del.	1 00
23, Altoona, Pa.	3 00
23, Allegheny City, Pa.	1 00
23, Erie, Pa.	2 00
23, Milwaukee, Wis.	2 00
24, Yonkers, N. Y.	10 00
24, Lockport, N. Y.	5 00
24, Indianapolis, Ind.	1 00
26, Creston, Iowa.	1 00
26, Amboy, Ill.	1 00
26, San Francisco, Cal.	1 00

Total.....\$428 11

CONSOLATION FOR CHARLES WILSON.

We hereby give notice that unless something turns up—other than we know of at present—these pages shall never reproach us again by the mention of the above name in any future editorials.

EXTRAORDINARY

INDUCEMENTS TO CANVASSERS

FOR THE

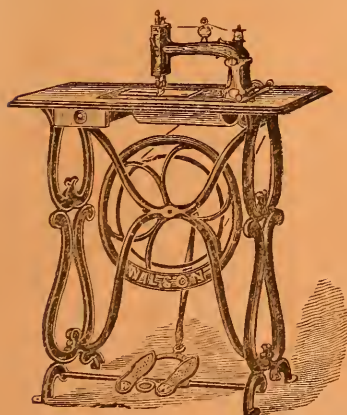
MACHINISTS AND BLACKSMITHS'

Monthly Journal.

LIST OF PREMIUMS.

The amount set opposite each article in the first column, is the retail price of the Premium. The number in the second column, is the number of paid-up yearly subscribers required.

	Price of Premiums	No. of Subscribers required.
One copy of the Journal for one year, - - - - -	\$ 1.00	5
One Cabinet Size Picture of the President of the I. U. - - - - -	1.00	5
One Insurance Policy, M. & B. M. L. I. Department, - - - - -	2.50	12
One Bound Volume M. & B. Journal of 1873, - - - - -	3.00	12
One Gold Badge, Emblem of M. & B. Union, - - - - -	4.00	15
One Extra Fine Gold Badge, Emblem of M. & B. Union, - - - - -	5.00	20
BURG-Slide Valve Practically Considered, - - - - -	3.00	12
DAVIDSON-Drawing for Machinists and Engineers, - - - - -	3.00	12
RYAN-Systematic Drawing and Shading, - - - - -	3.00	12
TEMPLETON-Mechanic's Pocket Companion, - - - - -	3.00	12
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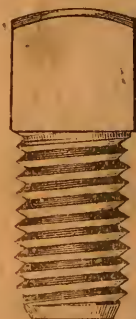
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